

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5002

號四十月正年元統宣

THURSDAY, FEBRUARY 4, 1909.

四拜禮

號四月二英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$15,000,000
Silver \$14,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
R. Shallen, Esq., Chairman.
Hon. Mr. W. J. Gresson, Deputy Chairman.
R. G. Barrett, Esq.
G. S. Gubbay, Esq.
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H. A. Siebs, Esq.
Hon. Mr. H. A. W. Sida.
H. R. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS GRAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1 1/2 per Cent. per Annum.
For 6 months, 2 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 3rd February, 1909. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$2,500,000
ABOUT MEX \$2,222,222
RESERVE FUND GOLD \$2,500,000
ABOUT MEX \$2,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " " "
" 3 " 4 " " "
" 1 " 4 " " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,250,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
" 1 " 3 " "

JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [21]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroenen, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per annum on daily balances.
Fixed Deposits 12 months 4 1/2 per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "
" 1 " 3 " "
J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHEFOO, TIENTSIN, KOBE, PEKIN, OSAKA, NEWOHAWANG, NAGASAKI, DALNY, LONDON, PORT ARTHUR, LYONS, NEW YORK, ANTONG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per Annum on the Daily Balance.

On fixed deposit:
For 12 months 5 1/2 per cent.
" 6 " 4 1/2 " "
" 3 " 4 " "
" 1 " 3 1/2 " "
TAKAO TAKAMIOHI,
Manager.
Hongkong, 12th September, 1908. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Prussia), Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROYDSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [23]

Intimations.

DO YOU KNOW

"THE SAVOY?"

The Leading Boot Store in the Colony.

Do you know what price you pay for your Boots?

\$10 per pair!

Cheaper than you can get them anywhere in the Colony.

THE SAVOY.

13, Queen's Road Central.

Hongkong, 25th January, 1909. [18]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,
Of the Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [16]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	BRITANNIA	10 A.M.	Freight and Passage.
	Capt. S. Darcham	5th Feb.	
LONDON, &c., via usual Ports	DEVANHA	Noon	See Special Advertisement.
	Capt. W. Hayward, R.N.R.	6th Feb.	
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 10th Feb.	Freight and Passage.
	Capt. H. S. Bradshaw		
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	About 13th Feb.	Freight and Passage.
	Capt. C. R. Songden, R.N.R.		

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 4th February, 1909.

Intimations.

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

SPECIAL OFFER FOR ONE MONTH

OF OUR

SUPERB STOCK OF SUITINGS

at the following Exceptional Prices For Cash.

SCOTCH and CHEVIOT TWEED SUITS.

ANGOLAS, CASHMERES and LLAMAS.

at \$35, \$38, \$40 and \$45.

BLUE and BLACK SERGES, VICUNAS, &c.,

at \$35, \$38 and \$40.

Cashmere Trousers	...	...	\$12.00, \$14.00, \$16.00
Fancy Vests	...	...	7.50, 8.50, 10.00
Overcoats	...	...	35.00, 40.00, —
Dress Suits, Silk lined	...	...	75.00, 85.00
Dress Dinner Suits, Silk lined	...	...	70.00, 80.00

NOTE:—All above Materials are quite NEW and of the very best quality and Latest Patterns.

LANE, CRAWFORD & CO. [30]

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.



Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 28th January, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No 17 Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908. [16]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from Hongkong to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG"

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 7th February.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights

Hongkong, 31st June, 1907.

A. F. DAVIES,

Manager. [16]

GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

Feed at the Carlton if you want to get an excellent Meal.

On and after 1st February next, we are prepared to cater Breakfast, Lunch and Dinner for \$45/- per month.

Outdoor catering a speciality.

For further particulars, apply

MANAGER.

Hongkong, 30th January, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BLUMENTHAL,

Manager.

Telephone, 270.

Telegrams "Astor."

[14]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. C. Dewers	WEDNESDAY, 10th February, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. P. Giesch	About THURSDAY, 11th February.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MEL- BOURNE	"MANILA" Capt. H. Messen	THURSDAY, 15th February, 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd February, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	"TOURANE"	Lauchlin	15th Feb., P.M.
MARSEILLES, VIA PORTS	"POLYNESIE"	Broc	16th Feb., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	"NERA"		1st March, P.M.
MARSEILLES, VIA PORTS	"SALAZIE"	Magnon	2nd March, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd February, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BRAD," 1,500 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 1 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Lights and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamceen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamceen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUOHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,
AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 12th January, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Rigs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 379, 506, or 681.

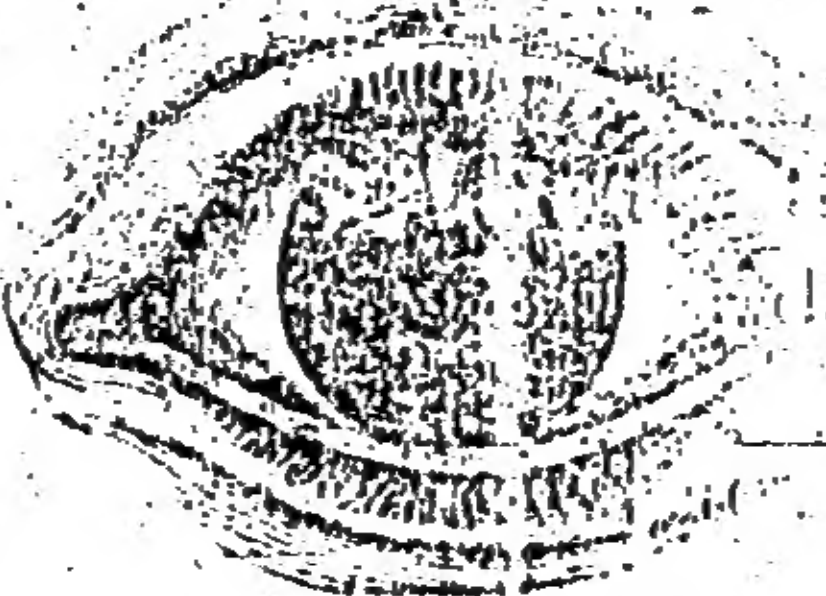
Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Sootts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
1, John Street, Bedford Row, W.C. 59, Bentinck Street 565, Nanjing Road
Hospitane, 21th March 1909.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
VALDRECK MAURER & Co., Hongkong.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HARTON,
Manager.

Hongkong, 6th January, 1909.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND
TOILET REQUISITES

FOR SALE.

14, D'AGUIAR STREET,
HONGKONG.

Hongkong, 12th September, 1907.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908.

JAPAN SUGAR INDUSTRY.

DISCRIMINATION IN FAVOUR OF FORMOSAN PRODUCT.

The latest returns made by the Department of Agriculture and Commerce show that the total annual consumption of sugar in Japan, represented by an average over the three years from 1904 to 1906, is 450,000,000 kin, reports the Japan Chronicle. Of this quantity, 85,000,000 is supplied by sugar mills in Japan proper, 100,000,000 kin from the Formosan product, and 265,000,000 kin from foreign sources. Of the imported foreign sugar, 140,000,000 kin represents crude sugar to be refined in Japan, 100,000,000 kin to be used in an unrefined condition, and 16,000,000 kin refined, deducting 24,000,000 kin, the amount re-exported.

The Osaka Asahi remarks that the Formosan sugar industry has made marked progress of late, and that the product of the island is now for the most part of fine quality corresponding to from No. 8 to No. 17 according to the Dutch standard of colour, yet the whole product is treated as first quality or crude sugar when imported into Japan, the excise at this low rate being imposed accordingly. This discrimination in favour of Formosan sugar has involved the sugar industry in Japan in a very trying position, and at this critical time in the industry comes the disclosure of the irregularities in the Dai Nippon Sugar Refining Company. The question of rescuing the company from the morass into which it has fallen is considered of national importance, as its failure will not only disturb the financial situation, but also affect the Government revenue. In consequence, the Government is much concerned regarding the matter, and now proposes to impose an excise on Formosan sugar in strict conformity with the law, withdrawing all discrimination. With this object in view, Mr. Kuroda, a councillor in the Finance Department, has been sent to Formosa to report on the condition of the sugar industry in the island. In the event of the proposal being carried into practice, the Formosan sugar industry, which is now beginning to prosper after a hard struggle, will, it is believed, suffer a set-back. Business-men connected with the Formosan sugar industry are therefore urging the members of the Diet interested in Formosan sugar mills to use their influence with the Government to withdraw the proposal. In the opinion of the sugar-refining companies in Japan, the prevention of the influx into Japan of Formosan sugar may serve to restore the Dai Nippon Sugar Refining Company, but some other measure is required to effect a radical improvement in the sugar industry as a whole. For this reason, the companies are not disposed to place obstacles in the way of the special privilege granted to Formosan sugar. Undoubtedly the Formosan sugar industry has made rapid strides, but if the excise is fairly imposed, the Formosan product will be unable to cope with the industry in Japan. In view of all the circumstances it is regarded as probable that the Government will follow one of two courses, either to continue the existing privilege or to grant a bounty instead, so that in either case those interested in the Formosan sugar industry need not be much concerned.

The Osaka Mainichi reports that the Formosan sugar which began to come in last month has been finding a steady sale, as the price is cheaper and the stock of imported sugar (a quality of sugar) has dwindled. Already about 25,000 bags have arrived in Osaka, but the stock on hand is not more than 3,000 bags. The quotation of the product of the Formosan mill belonging to the Dai Nippon Company is ¥13.80 and that of the Oriental mill in Formosa ¥13.40 to ¥13.30 per picul. In these circumstances, the import of Formosan sugar is hopeless as long as Formosan sugar continues to come in. In Formosa the season is late this year and with the crop of sugar cane now being refined, the output of sugar in Formosa will show an increase.

Intimations.

NOTICE.

THE only Edition of the RACE BOOK and PROGRAMMES authorized by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & CO.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 19th January, 1909.

RACE BOOKS, 1909.

FOR SALE. PRICES:
LEATHER COVERED \$2.00 each.
CLOTH COVERED 1.75 "
PAPER COVERS 75 "
May be had from

NORONHA & CO.,
Printers to the Hongkong Jockey Club.

KELLY & WALSH, LD.
W. BREWER & CO.
Hongkong, 29th January, 1909.

D. NOMA,

PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.
Hongkong, 14th September, 1908.

WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1/2 UM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tau Kol.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FROD,
Director.

14th Jan. 1909.

Intimation.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

HIGH-CLASS
CONFECTIONERY.

We have just unpacked our NEW SEASON'S
CONFECTIONERY imported from the
leading London, Parisian and American
Houses.

CADBURY'S CHOCOLATES.

IN FANCY BOXES:

CHOCOLATE ALMONDS, CHOCOLATE
WALNUTS, CHOCOLATE DE LA
REINE, VIENNA CHOCOLATE and
others, in Great Variety.

FULLER'S CONFECTIONERY.

COCOANUT TAFFY, ALMOND TAFFY,
CREME APRICOTS, SUCRE DE LA
CREME CARAMELS, PEPPERMINT
LUMPS, MARS MALLOW BALLS

&c., &c., &c.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hongkong, 5th January, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road,
and should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (ON ADVANCE).
DAILY—\$8 per annum.
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additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 80 cents per quarter.

Single Copies. Daily, ten cents. Weekly, twenty-
five cents (for cash only).

BIRTHS.

On January 22, 1909, at Shanghai, the wife of
Mr. W. TAIPFENBERG, of a son.

On January 27, 1909, at Shanghai, to Mr.
and Mrs. JAMESON, a daughter.

On January 25, 1909, at Shanghai, the wife of
Mr. MOWAT LAW, of a son.

MARRIAGES.

On the 15th Jan., at St. Paul's, Knightsbridge,
by the Rev. Canon Walpole, D.D., Rector of
Lambeth, assisted by Rev. H. Hughes, of St.
Paul's, Knightsbridge, NEWTON J. STABB, of
the Hongkong and Shanghai Banking Corporation,
Hongkong, to ETHEL MARY, eldest
daughter of Mr. and Mrs. A. M. Townsend, of
Wellington Court, Knightsbridge.

On Monday, January 25, 1909, at Shanghai,
HENRY GEORGE HILL (of Messrs. J. C. Cane-
rath & Co.), to LIA, only daughter of Leon
Biberman, Mosier, Western Russia.

On January 26, 1909, at Shanghai, ARCHIE
WILLIAM, son of Henry Murr, Bankston of
Whitley Bay and Alnwick, Northumberland,
to ELIZABETH, daughter of the late Septimus
Dooley, of Manchester, England.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 4, 1909

ANOTHER RAILWAY LOAN FOR
CHINA.

Provided that no hitch occurs to mar the
negotiations which have apparently so far pro-
ceeded satisfactorily between the Chinese Govern-
ment and the British and Chinese Corpora-
tion, the Agreement to raise a loan of twenty
million dollars for the construction of the Hunan-
Hubei section of the Canton-Hankow railway
will be signed by both parties next week. No-
thing has transpired, according to our recollec-
tion of the various stages which have marked
the progress of these negotiations, with regard
to the security which will be required by the
British and Chinese Corporation; but the pro-

bability is that the terms will be somewhat
similar to those agreed upon when the other
railway undertakings in China which have
been advanced through the good offices of the
Corporation were being arranged. It may be
remembered that when Mr. William Kewick,
chairman of the British and Chinese Corpora-
tion, addressed a meeting of the shareholders
in London some weeks ago, he expressed
himself far from optimistic with regard to
the immediate future of railway construction
in China, but that did not apply to this
now practically concluded Agreement.
As regards the Hunan-Hubei section,
Mr. Kewick said that: "Recent events in
China impress the Board as being favourable
to progress and efforts at good government, but
it is too early to form any definite opinion of
the policy under the new regime." Railway
building without foreign aid, in construction
may prove an expensive experience to the
Chinese, in which case it would seem probable
that in due course the Corporation's services
may again be called for. The immediate pro-
spects are, however, not so favourable as
we should like to see them, but our rep-
resentative is on the alert, and no oppor-
tunity will be lost, and it should be borne
in mind that the Corporation enjoys the great
advantage of the Hongkong and Shanghai
Bank's support and influence." In commenting
on that speech we remarked: "That Mr. Bland
is on the alert is proved by the fact that an
Agreement is on the point of being signed be-
tween the Corporation and the Chinese Govern-
ment for the raising of a loan of £2,000,000
in connection with the Hunan-Hubei section
of the Canton-Hankow railway; while negotia-
tions are proceeding with reference to the
floating of a British loan to be devoted to-
wards the construction of the railway through
the provinces of Kwangtung and Kwangsi." While
we held the belief that the diplomacy of
Mr. J. O. P. Bland would succeed in leading
the Chinese Government to recognise the fact
that if the Canton-Hankow railway was ever to
be completed it must be with the assistance of
a British loan, we were not unduly sanguine
that the necessary arrangements towards this
end would reach an amicable settlement within
so short a period. Everybody with the least pre-
tension to knowledge of Chinese affairs knows
how expert and adroit the average Chinese
official proves to be in the matter of man-
ufacturing reasons for delay, and no sooner is one
reason shattered than another equally intan-
gible pretext is found to postpone the inevitable.
But it is evident that on this occasion at least
the Chinese Government realising the bona-fide
intentions of the British and Chinese Govern-
ment have interposed comparatively few
obstacles against the successful termination of
the negotiations. Indeed the main objections,
which were latent rather than active, came
from those purse-proud, opinionated, antiquated
old fossils who, having retired from public
service to the peaceful seclusion of Hupien, saw
no reason why their ancient ideals should
be disturbed by the introduction of modern
methods of transport. They firmly refused to
subscribe a copper cash towards the construc-
tion of the line, believing in their simplicity
that thereby they were effectually giving the
scheme its quietus; and it can be imagined with
what distress and dismay they will regard the
action of the Chinese Government in ignoring
their passivity in going straight ahead as if
these country gentlemen did not exist. Every
country has its share of these retired magnates
who declare that the land is going to the dogs
when they find that the advancement of modern
science threatens intrusion upon their self-
imposed retreat, but China is probably richer
in that species of antediluvian animal than any
other. So long as they are allowed to remain en-
compassed in their own grandeur they are re-
garded by the peasantry as demi-gods, but when
strangers arrive on the scene prepared to flout
the pretensions of the great and ridicule their
petty conceit and egotism, then, indeed, the
fear of the iconoclast becomes a realised fact
and they are no longer the salt of the earth.
Now that the signing of the Agreement with re-
ference to the two millions sterling loan is at
last imminent and purposes an accomplished fact,
we have to look forward to the time when the
Chinese in Kwangtung and Kwangsi will come
to some arrangement whereby the work of
pushing on the work of building the railway
through those rich and fertile provinces
may be stimulated. Mention has been
made of the proposition that the Chinese, on
the suggestion of His Excellency Chang Ching-
tung, should borrow £5,000,000 through the
agency of the British and Chinese Corporation,
with the object of completing the railway which
has from its inception been one of the pet
schemes of the venerable Grand Councillor.
But whether the free and independent people of
South China would consent to accept outside
assistance, not to say interference, is a totally
different matter. In dealing with this question,
the China Association in its annual report had
the following remarks to make: "It need hardly
be said that the question of railways in China
has been continually in the mind of the mem-
bers of your Committee. Very little correspon-
dence has, however, passed concerning it,
as the larger question more immediately affect-
ing the interests of the Colony—the progress

of the Canton-Hankow line—has not emerged
into any such practicable shape as to render
representation of any avail. Recent events
indicate that the Chinese Authorities are
coming to realise the inadvisability of waiting
until China possesses the capital and engineer-
ing skill requisite for the building of the
northern section, and it is to be hoped that
the existing rumours of a foreign loan to be
devoted to that purpose, will prove true." All
that the chairman in his address had to say
on this particular aspect of the subject was:
"The difficulties of acquiring land for the Yueh
Hau Railway has been overcome with com-
parative ease. What is it that makes the diffi-
culties on the Chinese section of the Kowloon
line so much more formidable? No wonder if
in this Colony we ask the question: with some
impatience." We may let the matter remain
at that for the present, content with the energy
shown in arranging a loan for the construction
of the connecting link of the line which will
join Canton and Hankow.

THE GENESIS OF A CITY.

For many residents in Hongkong a trip to
Shau-ki-wan is regarded as something in the
nature of an excursion to the South Sea Is-
lands. That there is such a place on the island
they are well aware from hearsay and because
it is rumoured that the tramcars run to that
beauteous spot, where there is nothing to be
seen but huge processions of begrimed coolies
and a plethora of smoke-stacks marking the
activity of the sugar refinery. Once upon a
while they might be induced to pay an occa-
sional visit to the Bellevue Hotel in order to
pass a quiet afternoon, but since that hotel
has closed down and there is no rendezvous
nearer than the rickety inn at Shau-ki-wan
they prefer to cool their heels in the city or at
the utmost make a flying trip to Kowloon. As
a matter of fact, nobody who has not seen that
hive of industry, Shau-ki-wan, during the last
few months can have any conception of the
vast changes that have been quietly and un-
ostentatiously taking place there. It is undoubt-
edly a wonderful transformation that has been
brought about through the enterprise and wide
vision of the princely house of Butterfield & Swire.
It is no misuse of language to say that what
was formerly a mere collection of shacks and
tumble-down shanties which would not have
dignified a hamlet is now being rapidly con-
verted into a miniature city. Indeed, as pre-
sent appearances go, it would not be surprising
to find that, at no very distant date, the capital
of the Colony will have to take a back seat in
respect of both Kowloon and Shau-ki-wan.
Prosperity abounds; a fact evidenced by the
cheerful faces of the coolies and the pervading
sense of successful achievements, and beyond
all, by the massive, commodious and modern
tenements which have been erected and are in
the course of erection for the use and con-
venience of the labouring and mercantile classes,
whose duties and business compel them to
make a home and habitation in that part of
the Colony. Workmen's dwellings are one of the
features of all modern municipal legislation at
home, and perhaps one of these days work-
men's dwellings will become an accomplished
fact there; but here in Hongkong we have the
real article, built without outside suggestion or
aid, and the very look of these new houses
stands warranty for the general excellence
of their arrangements. Probably it is this
circumstance, the comfort and satisfaction of
the tenants, who have risen above the rank of
mere hewers of wood and carriers of coal dust
to the position of recognised workmen that
makes the rising city of Shau-ki-wan such a
self-interested and self-reliant centre. Appar-
ently the people there have no thought of visit-
ing Victoria except on special occasions, and
apparently they have no need to do so if they
are inclined to remain within the wide territory
of their own demesne. Suspicions are not
awakened as to the new order of things that
have arisen until the lofty chimneys of Tai-
koo come into sight. The casual visitor is prepared
to glance superficially at the great dock built
by Messrs. Butterfield and Swire, and to won-
der lazily if these works are ever to be finished,
when, on suddenly turning a corner, it is dis-
covered that all the litter of cement blocks and
idle machinery lying aimlessly all over the
place has given place to ordered discipline and
array. In fact, the visitor who hoped or ex-
pected to act the part of the superior city resi-
dent is dumfounded, because unless he cranes
his neck and crawls upon the roof of
the tramcar it is probable that he will
see nothing whatever of the works pro-
ceeding in connection with the new system of
docks. The roadway has been changed, the
view is metamorphosed; the old landmarks are
gone; desolation has become smiling abun-
dant; a siding has become a railway junction;
a cluster of huts a manufacturing centre.
Right away from the refinery the outer road-
way is lined by a high wall of granite blocks,
topped with broken glass so that none except
the elect may enter. As for the roadway itself,
it has been widened on both sides of the old
car line, the mountains have receded and solid
land exists where formerly there was a sheer
precipice that resembled nothing so much as a

wonderful achievement by some pantomimic
entrepreneur. Still that solid wall of granite
stands between our casual visitor and the sea.
Curiously enough it does not suggest in the
very slightest the idea of a penitentiary or any-
thing of that sort, as the reader, the citizen of
no mean city, might be apt to think. Rather it
hints at cyclopean forces at work and the mys-
teries of vulcan are suggested by the clamour of
iron on iron, the hissing of steam, the flash of
electric lights, the ponderous movements of
great bodies at work. But it is the queer aspect
of the road, that old narrow pathway most of
which used to be occupied by the tramway
rails, that will strike the visitor. All the time
one is in a flutter of expectation regarding the
route to be taken, for it is evident that the line
is to be changed and already a new route is
foreshadowed by the rails which are being laid
down. Gullies have been raised to the level
of the road, and a line of rails awaiting the
advent of the cars lie buried at right angles
almost to the old curving track. Handsome
houses exist where formerly noisome swamps
affected the olfactory organs, and there is a
sense of life and vigour about it all which calls
for amazement that so much should have been
achieved in so short a space of time. No wonder
that the Chinese workmen look contented
and prosperous. No wonder that the sampans
which used to be the sole living feature of the
landscape against the background of sullen
hills and placid water seem anachronistic. No
one who has not visited the place will under-
stand what the great firm of Butterfield &
Swire, of their own initiative and at their own
expense, have done at Shau-ki-wan. It is
worth anyone's while to mark the genesis of a
coming city and those who take an interest in
these things will be well rewarded by a visit to
what may fittingly be termed the promised
land.

LOCAL AND GENERAL.

COMMANDER John G. Heugh, R.N., D.S.O.
(Peking) has been elected a fellow of the Royal
Colonial Institute.

THE Gazette announces that the King has been
pleased to approve of Konrad Ritter von
Wieser, as Consul of Austria-Hungary at
Hongkong.

THE following appointment has been approved
by the Admiralty:—Mr. H. J. Quick, inspector
of electric fitters, Hongkong, to a similar position
at Chatham Dockyard.

WITH reference to the Calabrian earthquake
H.E. Tuan Fang, Viceroy at Nanking, has con-
sulted his brother Vicerays and Governors in the
coast and vicine provinces with a view to
raising contributions for the relief of the
sufferers, and, as a result, £15,000 and
\$30,000 in all have been subscribed. This
sum has been forwarded to the Italian Consul
at Shanghai for remittance and a telegram has
been sent to the Ministry of Foreign Affairs
reporting the matter.

THE Japanese Diet reassembled on January
21, Marquis Kitamura, the Premier, in introduc-
ing the Budget for the 42nd year of Meiji, in the
House of Representatives, said that the
ordinary revenue was estimated at Yen
470,667,970 and the extraordinary revenue
at Yen 45,537,815, making a total of Yen
516,205,785. The estimated total expenditure
was Yen 516,205,785, which comprised an
ordinary expenditure of Yen 490,912,102 and
an extraordinary expenditure of Yen 115,288,693.

A RESIDENT in a Paris suburb, who was a
victim of the confidence trick recently, has
had an ingenious revenge. Recognising at
the Saint Lazare Station the other day the con-
federates who had victimised him, he assumed
an innocent air, and allowed himself to be
seized, in an identical manner, a second time.
When the confederates proceeded to open the
stolen purse a violent explosion occurred, the
owner having placed in it a cartridge of fulmi-
nate of mercury. The holder fell down,
badly burned about the face and hands, and is
now in the infirmary.

LORD Li Ching-fang, Chinese Minister in
London, has telegraphed to the Ministry of
Foreign Affairs informing them that he has, on
several occasions, discussed the annulment of
the Tuoguanshan Mining concession with Sir
John Lister Kaye, who firmly resists the de-
mand, and that the matter is becoming urgent.
The Ministry has telegraphed to the Viceroy at
Nanking and the Governor of Anhui that it
proposes to alter the contract for the joint work-
ing of the concession on the same lines as those
of the Lincheng coal mine in Chihli, by which
the necessary land should be purchased by the
officials and shares offered to the public to the
full amount of its value.

THE Admiralty announce the following ap-
pointments:—Lieutenant—D. Maxwell, to the
Albatross, R. D. B. Haddon, to the King Alfred,
H. R. James, to the Cliv, A. E. P. Lyons, to the
Hawke, additional, for voyage out, and to the
King Alfred, and Pirago, on recommissioning;
J. B. J. D. Guy, V.C., to the Tamar, for the
Hawke, in command, C. A. Fremantle, to the
Tamar, for the Tamar, in command, and J.
Kiddle, to the Tamar, for the Tamar, in com-
mand, all additional, on recommissioning un-
dated; and H. S. Monroe, to the Hawke, and
to the Tamar, additional, for the Hawke, in com-
mand, undated. Commander E. Stevenson is
reappointed, on recommissioning, to the Tamar,
additional, for the Pirago, in command, tem-
porary.

CANTON DAY BY DAY.

CANTON-KOWLOON RAILWAY.

[From Our Own Correspondent.]

Canton, 31st February.

Tsao Wei Han left here yesterday to pro-
ceed to Shek Lung to inquire into the progress
of the work on the construction of the Canton-
Kowloon Railway, Chinese section.

CONSULAR VISIT.

Yesterday morning H. E. the Viceroy re-
ceived the British Vice-Consul at Canton.

THE FLOWER-BOATS CATASTROPHE.

A number of sampans, engaged by the dif-
ferent charitable institutions and private parties,
were still busily at work yesterday at Tai-shan
recovering dead bodies. Up to yesterday
afternoon, the total number of corpses recovered
is not less than five hundred; most of them
have been claimed by the relatives of the
deceased. It is learnt from the boat people
that many still remain to be picked up.

It will be remembered that, in July last,
the fleet of flower-boats in Canton harbour,
was almost entirely swept away by the disas-
trous typhoon. H.E. Viceroy Chang Jen Chun,
availing himself of the opportunity, issued a pro-
hibition against the boat people re-constructing
their craft and resuming business on these
boats as heretofore. On account, however, of
the numerous petitions received from the boat
people describing the pitiable condition of their
lives, and through the strong recommendation
of the Water Police Authorities, the Viceroy
reluctantly rescinded his order and ultimately
granted the prayers of the petitioners. Now
again the flower boats to the number of over
forty have been destroyed by fire, and Viceroy
Chang will certainly enforce his former orders,
and it is questionable if the boat people will be
permitted to resume their business under any
circumstance.

THE KOWLOON LAND AND
BUILDING COMPANY, LIMITED.

ANNUAL REPORT.

The twentieth report of the board of directors
to the ordinary meeting of shareholders to be
held at the company's office, Victoria Buildings,
at noon on Tuesday, the 9th inst., is as fol-
lows:—

Gentlemen,—The directors now submit to
you a statement of the affairs of the company,
and balance sheet for the year ending 31st De-
cember, 1908.

The balance of profit and loss account for the
year, including \$653.06 balance brought forward
from last account, after writing off all charges
and expenses, amount to \$9,828.90. The direc-
tors therefore recommend that a dividend of
\$1.50 per share, be paid, which, after writing
off the directors' and auditors' fees, will leave a
balance of \$778.90 to be carried forward to the
credit of a new profit and loss account.

DIRECTORS.

Mr. H. Pinckney, having retired, Hon. Mr.
Murray Stewart was appointed in his stead.
Hon. Mr. Murray Stewart having resigned, Mr.
J. M. E. Machado was appointed in his stead.
These appointments now require confirmation.
Messrs. A. Rodger and J. M. E. Machado re-
tired by rotation, but off themselves for re-elec-
tion.

AUDITOR.

The accounts have been audited by Mr. Cox-
Edwards who now retires, but offers himself
for re-election.

T. F. HOUGH,

Chairman.

Hongkong, 27th January, 1909.

BALANCE SHEET 31ST DECEMBER, 1908.

Liabilities.

December 31, 1908.	
Paid-up capital	\$180,000.00
Accounts payable	313.53
Dividends outstanding	204.30
Balance of profit and loss account	9,828.90
	\$190,346.73

Assets.

December 31, 1908.	
Cost of property	\$18,032.17
Cash	6,151.26
Accounts receivable	2,163.30
	\$190,346.73

PROFIT AND LOSS ACCOUNT.

Dr.

December 31st, 1908.	
To Charges	\$ 819.99
Repairs	2,844.40
Fire insurance	527.50
Crown rent	785.00
Commission to agents	1,075.35
Balance to be appropriated as follows:—	
Directors' fees	\$ 500.00
Auditors' fees	50.00
Dividend of \$1.50 per share	9,000.00
To be carried to new profit and loss acc.	278.90
	\$9,828.90
	\$15,892.14

Cr.

Jan. 1st Dec. 31st 1908.	
By Undivided profits 1907	\$ 653.00
By Rent	15,167.96
By Interest	53.12
By Scrip fees	18.00
	\$15,892.14

We are favoured by Messrs. Shewan, Tomes
& Co., the local agents, with a wall calendar
from the Brocklebank Line of steamers.

CAPTAIN R. F. Boyle, R.M.L.I., has been ap-
pointed as Intelligence Officer at Singapore,
vice Captain H. A. H. Jones, R.M.L.I.

MACAO'S D.

APPOINTMENT OF

[From Our Own Correspondent.]

Canton, 31st February.

For some time past and on several occasions
the Chinese officials have been anxious to
negotiate with the Government of the Portu-
guese Colony of Macao with a view to clearly
define the boundary lines between that Colony
and Chinese territory. Accordingly, a map
has been forwarded to the Ministry of Foreign
Affairs at Peking showing the limits of the
foreign settlement, for the Board's information.
It is now reported that H.E. Ko Yu, Him has
been appointed by the Imperial Government
with instructions to conduct negotiations in
connection with the delimitation of Macao.

HONGKONG BANKER'S
MARRIAGE.

STABD-TOWNSEND.

At St. Paul's, Knightsbridge, on 5th ult., the
marriage was solemnised of Mr. Newton J.
Stabb, of the Hongkong and Shanghai Banking
Corporation, Hongkong, and Miss Ethel Mary
Townsend, eldest daughter of Mr. and Mrs. A.
M. Townsend, of Wellington Court, Knights-
bridge. The Rev. Canon Walpole, D.D., Rector
of Lambeth, officiated at the ceremony, assisted
by the Rev. H. Hughes, of St. Paul's, Knights-
bridge. There was a large and fashionable
congregation. The bride was escorted to the
church by her father, who gave her away. She
wore a dress of white satin, trimmed with Brus-
sels lace and a long, tulle veil. Miss Edith
Greive acted as maid of honour, and there were
four bridesmaids—Miss Hettie Tones, Miss
Blanche Feilden, Miss Kathleen Moxon, and
Miss Susan Addis. The best man was Mr.
H. Hunter, of Shanghai. A reception was
afterwards held at the Hyde Park Hotel, which
was numerously attended by a large circle of
friends, including many who were unable to be
at the church. The presents, which were not
exhibited, were very numerous and costly.
Amongst those invited in the Eastern world,
and most of whom were present, were:—

Mr. and Mrs. C. S. Addis, Mrs. Arnold, Mr.
and Mrs. F. Anderson, Mr. and Mrs. T. C.
Anderson, Mr. and Mrs. A. G. Angier, Mr. and
Mrs. S. Blackwell, Mr. and Mrs. T. C. Black-
well, Mr. and Mrs. R. A. Blackwell, Mr.
Robert Blackwell, Mrs. F. D. Baras, Mr.
Bigley, Mr. and Mrs. Brent, Mr. and Mrs.
Bayne, Mr. and Mrs. Tom Bowring, Mr. and
Mrs. Henry Bowring, Mr. and Mrs. Byron
Brenan, Mr. Burman, Mr. and Mrs. Butt, Mr.
Balloch, Mr. A. M. Bruce, Mr. and Mrs. Bruce-
Robertson, Mr. Boyd, Mr. Baxley, Mr. and
Mrs. Cockburn, Mr. and Mrs. Canterbury, Mr.
and Mrs. Cruickshank, Mr. Coombes, Mr. and
Mrs. Cartwright, Mr. and Mrs. Cantile, Mr. and
Mrs. D'Ifanger, Mr. and Miss Dowell, Sir
Alfred and Lady Dent, Sir Charles and Lady
Dudgeon, Mr. and Mrs. James Dodds, Mrs.
Ernest Deacon, Mrs. Forrest, Mrs. J. Fraser,
Major and Mrs. Feilden, Mr. and Mrs. Ernest
Franklin, Mr. and Mrs. J. Howard Gwyther, Pro-
fessor and Mrs. Giles, Mr. and Mrs. James Greig,
Mr. Garfield, Mr. and Mrs. Hippolyte, Miss
Hansen, Mr. and Mrs. Arthur Hill, Mr. and
Mrs. Heimann, Mr. A. Hickling, Mr. W. Har-
wood, Mr. and Mrs. H. Harwood, Dr. and Mrs.
Henderson, Mr. and Mrs. Villiers C. Hawkins,
Mr. H. Hunter, Mrs. T. Hughes, Mr. Manson,
Mr. and Mrs. Higson, Sir Robert and Lady
Hart, Dr. and Mrs. Harigan, Dr. and Mrs.
Johnston, Sir Thos. and Lady Jackson, Mr. H.
H. Joseph, Mr. George Jamieson, Mr. and Mrs.

Job, Mr. and Mrs. James, Mr. and Mrs. James
Kewick, Mr. and Mrs. Henry Kewick, Mr.
and Mrs. Misses Knapp, Major and Mrs.
Knapp, Mr. H. Kopsch, Mr. and Mrs. J. Kerr,
Mr. and Mrs. Seaton King, Major and Mrs.
Lindsay Lloyd, Mr. Caleb Lewis, Dr. and Mrs.
Lawson, Mr. and Mrs. Layton, Mr. and Mrs.
Looker, Mr. F. Mayers, Mr. and Mrs. MacEwan
Cump, Mr. and Mrs. MacKewen, Mr. and Mrs.
J. S. Mackintosh, Mr. and Mrs. Foot-Mitchell,
Mr. and Mrs. Henry Morris, Mr. and Mrs. C.
W. May, Major and Mrs. Market, Mr. and Mrs.
Martelli, Sir John and Lady McLeary Brown,
Mr. and Mrs. Moxon, Mr. and Mrs. J. Miller,
Mr. Medhurst, Mr. and Mrs. H. Nelson, Mrs.
Noble, Miss Noble, Mr. and Mrs. Nugent, Mr.
and Mrs. Nicholson, Mr. and Mrs. Parker
Ness, Mr. and Mrs. Probst, Lady and
Miss Poncefote, Mr. and Mrs. Potts, Mr.
W. Reid, Mr. and Mrs. John P. Reid,
Mrs. Ram, Mr. Rutter, Mr. L. A. Richard, Mr.
and Miss Strachan, Mr. and Mrs. Shand, Mr.
and Mrs. Getham Stewart, Dr. Stabb, Mr.
and Mrs. A. P. Stokes, Mr. and Mrs. Stitt, Mr.
and Mrs. W. J. Saunders, Mr. and Mrs. Marcus
Slade, Mr. and Mrs. de Bernis Smith, Mr.
Sander, Mr. and Mrs. Tomes, Mr. and Mrs.
Tasome, Sir Montague and Lady Turner, Mr.
George Veitch, Mr. T. H. Whitehead, Mr. and
Mrs. Whalley, Mrs. Wetmore, Mr. and Mrs.
W. Walter, Sir Hiram Wilkinson, Mrs. A. P.
Wood, Mr. A. G. Wood, Mr. and Mrs. Wata-
nabe, Mr. and Mrs. Youd, Mr. and Mrs. Misses
J. Walter, Mr. and Mrs. Yarnes, Mr. and Mrs.
Yamaguchi, Mr. Nishimaki, H. E. Lord Li
Ching-fong and H. E. Wang T'ai-shieh were
unavoidably absent owing to mourning for the
recent Imperial Chinese deaths.

DR. Peter Quincey, third son of Mr. William
Quincey, (formerly Inspector of Police for the
Native City and a well-known resident of Shang-
hai and at present Superintendent of the
Governor's Police at Chianfah) has been
appointed Resident Surgeon at the new hos-
pital on the Chinese Bund, Shanghai. Dr.
Quincey is a graduate of the Hongkong Medi-
cal College and was formerly Health Officer of
the Sanitary Department at Chianfah. Mr.
William Quincey himself is at present in
Shanghai on three months leave of absence
from Chianfah

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE NATIONAL BONDS.

PROPOSED ISSUE.

[By courtesy of the "Sheung Po."]

Peking, 3rd February.

It was proposed by the Ministry of Posts and Communications to issue national bonds at an early date.

The scheme has been deferred owing to representations by the Board of Revenue.

CHIHLI PROVINCE.

T.L.S. 4,000,000 SAVING.

[By courtesy of the "Sheung Po."]

Peking, 3rd February.

The retrenchment effected in the cost of administration in Chihli Province implies a saving of over four million taels a year.

YUAN SHIH-KAI.

PROPOSES TO TOUR ABROAD.

[By courtesy of the "Sheung Po."]

Peking, 3rd February.

Yuan Shih-kai has expressed his intention of proceeding abroad on a tour in the second month.

He cabled his plan in consultation with the President of a certain Ministry, who strongly advises him not to carry his idea into effect.

YUAN HAK-TENG.

RESIGNATION CONTEMPLATED.

[By courtesy of the "Sheung Po."]

Peking, 3rd February.

Yuan Hak-teng, son of Yuan Shih-kai, is determined to resign.

THE OPIUM QUESTION.

The Secretary of the Society for the Suppression of the Opium Trade, with the approval of the Representative Board of British Anti-Opium Societies, has sent a letter to the Foreign Ministers of the countries taking part in the International Commission to be held at Shanghai next month. After recapitulating the history of the opium question, and the measures which have been adopted in various parts of the world for its solution, the letter continues:—"Western civilisation cannot but sympathise profoundly with China in her supreme effort to free herself from this corrupting and demoralising scourge. The European nations having colonies or protectorates in the East cannot evade the duty of keeping pace with China. We trust that they will not content themselves with this, but regard themselves as bound in honour to set the example of speedy and effective prohibition."

During the period of prohibited exports of opium have been accumulating at Bombay. Some relief has been experienced by the sailing of the P. and O. steamer *Devanah* for China. It is believed she carries one of the biggest, if not the biggest, shipment ever made, estimated to be of the value of as much as £800,000.

SHIPPING AND MAILS.

MAILS DUE.

American (*Siberia*) 5th inst.
American (*Nippon Maru*) 6th inst.
Indian (*Lataung*) 8th inst.
German (*Princess Alice*) 12th inst.
American (*China*) 14th inst.
Canadian (*Montpelier*) 14th inst.
Canadian (*Empress of India*) 17th inst.

The O. & S. S. Co.'s s.s. *China* sails from Yokohama on 5th inst., and is due to arrive at this port via Kobe, Nagasaki and Shanghai on 14th inst.

New crews for the China destroyers and half crews for the China gunboats, and for the *Tamar* embarked in the *Haraka* cruiser, Capt. H. D. Wilkie, D.S.O., at Portsmouth on 6th ult., and the vessel left on 9th for Hongkong and Shanghai.

CAPTAIN A. M. B. Gage, a member of the Royal Yacht Squadron, and a keen sportsman, who has owned in all nine sailing yachts, is the latest convert to auxiliary motor power. He has purchased the handsome schooner *Verd*, of 183 tons, and to his order, Summers and Payne, Limited, of Southampton, have installed on board of her a pair of four-cylinder 30 h.p. Kelvin motors, driving Bergius folding propellers. The engines start on petrol. Inside five minutes paraffin is switched on, and the motors thereafter run with the regularity and flexibility which are characteristic of Kelvin productions. The space occupied by the machinery is between the ladies' cabin and the sail room, and by a careful rearrangement of the accommodation, the original number of cabins and berths has been preserved. *Verd* is to fit out shortly for a voyage to Hongkong, via the Suez Canal, and it is expected that the motor will be used through the calm of the tropics.

ALLANA'S BANKRUPTCY.

CHIEF JUSTICE'S DECISION.

The Chief Justice delivered this morning a lengthy and somewhat interesting judgment in connection with the affairs of Mr. S. E. Allana, formerly doing business as a draper in D'Aguilar Street. It may be remembered that on the 4th of December last, Mr. J. Scott Harrison appeared in support of a petition for the consolidation of two Receiving Orders. Mr. Hastings (for the debtor) objected to this, as a Receiving Order had already been filed against his client and submitted that the Court had no power to consolidate the two Receiving Orders. A petition was presented by the debtor against himself and another was presented by the petitioning creditor. It was eventually decided to consolidate the orders.

This morning, the Chief Justice held that the Judge had jurisdiction to entertain the petition. He said:—"A motion has been made in this case which is practically to set aside an assignment made by the bankrupt Allana of his business to Marican, for certain reasons which are set out in the notice of motion. I say practically to set aside because I am not quite sure that the motion may not require some amendment but a preliminary objection was taken by Mr. Hastings on behalf of the purchaser of the business, that this Court sitting in bankruptcy has no jurisdiction to entertain such a motion, and this question was argued on the basis that the motion was as I have described it. The object stated shortly is this: that this is a question which concerns a stranger to the bankruptcy; that the Court of Bankruptcy at home has jurisdiction to decide such a question only in virtue of section 102 of the Bankruptcy Act of 1883; that that section has not been introduced into the Colonial Ordinance No. 7 of 1889, which is otherwise based on the English Act, and that therefore this Court being the bankruptcy side of the Supreme Court, has no jurisdiction. The problem thus raised is one which I have had the greatest difficulty in solving. Section 102 of the Home Act gives certain power to the Bankruptcy Court, which is to decide all questions of priorities, and all other questions of law and fact which may arise in any case of bankruptcy, of which it may deem it necessary or expedient to decide for the purpose of doing complete justice or making a complete distribution of property. This section has been omitted from the Hongkong Ordinance for reasons which are not apparent, and I do not think I have the right to inquire *aliquid*, as from the explanatory report made by the Attorney-General of the time that the reasons were which induced him to omit it. But I must seek for the reasons as best I may. He cannot have thought it superfluous, because no Law Officer in a Colony would take upon himself the great responsibility of an deciding with regard to an important section of such a piece of legislation. But he may have thought it unnecessary in this Colony having special regard to the constitution of the Supreme Court of the Colony and this is the contention advanced by Mr. Harrison in support of the motion. Now it has been assumed throughout the argument that the object of section 102, which was section 72 of the Act of 1869, is the only section which confers jurisdiction on the Court of Bankruptcy against strangers. This is certainly not said in so many words, but it does seem as if there is a consensus of opinion that this is its object, that is, to give the Bankruptcy Court jurisdiction to decide questions affecting strangers to the bankruptcy which would otherwise be decided by the other Court. Now whatever may be said as to the personal jurisdiction of the judges in England the different jurisdictions of the Supreme Court are well defined, but here everything is vested in the Chief Justice. The Puisne Judge has a co-ordinate jurisdiction, but for all practical purposes the Chief Justice is the Justice at Common Law in equity and in bankruptcy, and the Attorney-General of the time may have said "what is the use of saying that the Chief Justice may do one day in bankruptcy what he may do the next day in the same court, with the same staff, in Original Jurisdiction?" I do not say that the reasoning is satisfactory and had I been drafting the Ordinance I should not have omitted this section because it is desirable to preserve in the Colonial Courts the form as far as possible of the Courts at Home. But in order to adopt this reasoning I should have to satisfy myself that there is no provision which preserves here the lines of demarcation of the several jurisdictions of the English Courts. Mr. Harrison's most ingenious argument in brief is this—By section 4 of the Repeal Ordinance No. 3 of 1885, which dealt with the constitution of the Supreme Court, it is provided that it shall not be necessary to bring any proceeding on the equity side of the Court for the purpose of bringing to another Court any equitable claim, defence or question incident or collateral or arising out of any proceeding on any other side of the said Court, but every such claim may be heard on petition or motion instituted in such last mentioned proceeding. By section 4 of Ordinance, 3 of 1884, the old Bankruptcy Ordinance, it was provided that the Supreme Court "shall have jurisdiction in bankruptcy; and the Chief Justice when sitting in bankruptcy shall have all the powers, rights and privileges which are now exercised or enjoyed by him, except where this Ordinance otherwise specially provides." The subsequent Repeal Ordinance 20 of 1891, (bankruptcy) and 6 of 1901, (civil procedure), preserve rights and privileges, etc., jurisdiction or principle, etc., created by the ordinances severally repealed. The argument is this—that the Court of Bankruptcy by 5 of 1864 has the same powers, rights and privileges as the Supreme Court in its Original Jurisdiction and in this jurisdiction by 3 of 1885 the distinction for the purpose of jurisdiction between equity and Common Law is abolished; therefore the Court in bankruptcy has equity jurisdiction and therefore section 102 is unnecessary because it would confer a jurisdiction "to decide priorities, etc.," which it already has. It seems to me quite probable that that was in the mind of

the Attorney-General when drafting the Bankruptcy Ordinance in 1891, but I hesitate to adopt it, because 5 of 1864 refers to the "Chief Justice sitting in bankruptcy," and it seems to me that the "powers, rights and privileges," which are conferred upon him when he is sitting in bankruptcy are those personal privileges enjoyed by a Judge at Common Law, as, for example, the powers to commit for contempt, and from my experience in drafting I know that it is necessary in order to remove doubts to confer these old Common Law privileges on a Judge when he is sitting in a newly-created jurisdiction. I express this opinion in order to show that I have not overlooked Mr. Harrison's argument. I am not positive whether it is the answer to it but in view of the opinion I have formed on the question, looked at from another point of view it is not necessary for me to decide the point definitely. I must now look at section 102 a little more closely, and see whether what I am asked to do in this case does fall within the inherent jurisdiction of the Court to carry out the Bankruptcy Ordinance, with the administration of which it is charged. Ellis v. Silber was much relied on by Mr. Hastings, but all it decides is that the jurisdiction conferred on the Bankruptcy Court by section 102 is not an exclusive jurisdiction; and that if proceedings are being taken in the Court of Common Law or Equity, it cannot be said by virtue of this section that they ought to have been brought in bankruptcy. On the other hand it is undoubtedly the fact that in all the cases either this section or its predecessor, section 72 of the Act of 1869, is referred to. But the contention in this case is that the effect of section 102 is to create all the jurisdiction which is necessary to the Bankruptcy Court to deal with a question whenever a stranger is affected. Now, the first thing which strikes one on looking at the section, is the reference to "priorities." It says that every Court having jurisdiction in Bankruptcy under the Act, is to have full power to decide all questions of priorities. Pausing there for a moment, certain priorities over other debts in respect of a certain class of debts—rates, wages, etc.—are created by section 31 of the Ordinance, which is to all intents and purposes the same provision as sections 1 and 2 of the Act of 1883, which is added to section 40 of the Act of 1883. Now, as these priorities, which rank among themselves *pari passu*, are determined by the Act itself, it seems clear that they are not the priorities referred to in section 102. We must therefore go back to section 9 (2) which is section 10 of our Ordinance. That clause provides that the provisions of the section which deal with the effect of a Receiving Order, are not to affect the power of a secured creditor to realise or otherwise deal with his security. It is obvious that questions of priority may arise among the secured creditors; and as they lie outside the bankruptcy, unless they are brought in by the creditors themselves, the Court of Bankruptcy could have no power of dealing with such questions. Power is given to the Court at home by section 102, to settle these priorities, and hence I think must have arisen the idea that the section confers a power on the Court to determine questions affecting strangers; for secured creditors, unless they come in, are accurately described as strangers to the bankruptcy; and therefore, by section 102 the Court has power to decide the priorities of these creditors among themselves. I am not sure that this does not furnish an answer to the question which has been raised as to the jurisdiction of this Court subject to what I have already said; I should have thought it clear that the Chief Justice sitting in bankruptcy could not decide questions of priorities among secured creditors in the absence of a provision resembling section 102. I think therefore that the omission of such a provision must have been deliberate. I shall have to consider the effect of section 30 of the Ordinance which refers to secured creditors, presently. I think that this relieves me of the necessity of considering whether the remaining words of that part of section 102—"and all other questions whatsoever whether of law or fact"—are to be governed by the *quintum genericum* rule, for if one part of the section was deliberately omitted all of it must be treated as omitted. But one thing is quite clear—that the jurisdiction conferred by section 102 is additional to the normal jurisdiction of the Bankruptcy Court—the section itself begins "subject to the provisions of this Act"—and it is here that I think I have lighted upon the weak spot in Mr. Hastings' argument. Granted that section 102 confers a special power to deal with questions affecting strangers, and without going to the extreme of saying that this means questions arising between strangers (because although in the absence of the authorities I should be strongly inclined to think it did, in the presence of those authorities I can hardly do so) it does not follow that all questions affecting strangers are dealt with solely under section 102. For this is the question which must frequently arise—and looking at the cases quoted in the books under section 9 I should say has frequently arisen—Is the creditor who says he is secured really secured? If the Bankruptcy Court cannot decide this question, but must, as it is contended, always remit the decision of it to another Court, endless litigation would result, with endless costs, and the true functions of the Court of Bankruptcy would disappear. It seems to me impossible to contend that if a creditor says he is secured the Court cannot decide whether he is secured. I think that the Court has power under section 43 to decide the question, for under that section (section 50 of the Act at home) the trustee must take possession of the bankrupt's property, and he may apply to the Court not merely to enforce his acquisition, but also to enforce his retention of it. Now, if the trustee goes into possession of a business, as he might have done in the present case, a creditor who held a security such as Mr. Marican does here, would naturally come forward and set up his security; the Court has power to enforce the trustee's retention of the business, and I think on the ordinary meaning of language this must mean to decide the question of his right to retain possession. What

difference can it make if the person who holds the security is not a creditor? It is perfectly true that a secured creditor may under section 30 of the Colonial Ordinance, which is based on the bankruptcy rules at home, and not on a section of the Act, realise his security and prove for the balance of his claim; but until he does this he rests on his security, and stands outside the bankruptcy, and is just as much a stranger to it as a person in the position of Mr. Marican who had bought the business. Now let us see what the position is. I send the trustee into possession, as if he were a receiver of the bankrupt's property; I will assume that the trustee knows nothing of what has taken place between the bankrupt and Marican, but knows only that the business has been carried on by the bankrupt. Then Mr. Marican, finding the trustee in possession, wants to have the rights which he alleges he has, protected. That he may bring an action at Common Law I have no doubt; but may he not also come to me, sitting in bankruptcy, and say "your ordering the trustee into possession is wrong; the business belongs not to the bankrupt, but to me, because I have a deed of assignment?" surely he may, and this without it being necessary to find special authority in the Act. If, then, I have jurisdiction to entertain such an application, I must also have jurisdiction to enforce the acquisition and retention of this property on the application of the trustee, for the question to be decided is precisely the same in both cases: is this business the bankrupt's property, or has he made a valid assignment of it to the person who alleges that he is the true owner? And if the right of the trustee is challenged in any other way, as in this case, by the person alleging himself to be the owner, setting up his right, by proclaiming its existence in Court or in any other way which would prevent the trustee acting without bringing the question before the Court, it is inevitable that I must have jurisdiction to decide the question of right involved, because it is precisely the same as in the simpler cases I have supposed. I therefore am of opinion that I have jurisdiction to entertain this motion. One thing further should be said: that even supposing the argument on which my opinion is based is wrong, I am very strongly of opinion that Mr. Marican is not a stranger to the bankruptcy. The facts are simply these: the assignment was made on 2nd November, the petition in bankruptcy was filed on the 3rd, and the only assets are the proceeds of the sale—the purchase price \$400 a month for a certain period. It would require a very great deal to convince me that the purchase was not made by Marican with a view to bankruptcy proceedings, and still more to induce me to hold that this did not amount to a submission to the Bankruptcy Court sufficient to give jurisdiction to deal with the assignment. The preliminary objection being decided in favour of the petitioning creditor, he must have the costs of the day in any event when the costs of the motion come to taxation.

ALEXANDRA CINEMATOGRAPH.

THE ART OF KISSING.

There can be little doubt as to the success of the Alexandra Cinematograph in Zealand Street. Last night it attracted a considerable audience, who were not restricted to the hippoly, but attracted an honourable member of the Legislative Council, a local magistrate, a barrister and several other more or less important dignitaries, who throughout the entertainment from beginning to end. That in itself should prove the excellence and character of the exhibition which has every right to claim for itself the distinction of being the premier show of its kind in Hongkong. The films, as usual, were of a most varied description, combining comedy with pathos, and novelty with absurdity. What amused the average spectator was the extraordinary amount of "kissing," of all things, that the "actors" indulged in. Everything that came along had to be kissed by somebody or something. An erratic individual would get on his knees and kiss a puddle, just to show there was no bad feeling; then he would kiss a passing stranger because the latter had glared at him; an intemperate mountebank would find himself assaulted in an osculatory embrace because he happened to be in the way; if a policeman happened along he was also kissed, and as for the kissing-ladies we thank providence that our early days were not spent in kiss-land. The doffing of hats and the bowing on one knee, or both if necessary, were comparative trifles, but if anybody suggests that these people do not put in an ordinary day's toil simply because they do not actually work the pictures at the Alexandra will give them the lie direct. It is impossible to say, which was the best of the living pictures thrown on the screen, but we should say that the series showing the process which has to be gone through before the ordinary bottle of champagne arrives at the table is the most astonishing of the lot. No wonder that champagne is expensive. But all the films are good and there is none of the scamping so usually found at these shows, where an interesting story ends abruptly that nobody can make head or tail of its meaning. The Alexandra films are, as we have said before, clear, steady and lifelike. To-night there is another complete change of programme, which we will not detail. The manager, Mr. Frenche, states that next week one of the best films yet shown, extending to a thousand metres, will be produced for the first time. It is certainly an exhilarating way to pass an evening to attend the Alexandra Cinematograph, if it were only to learn the art of kissing.

THE Prince Regent has decided that after a stamp duty has been levied, financial affairs readjusted, and a Budget for national expenditure has been made, like shall be abolished for ever. The Government has, therefore, proposed to hold a meeting on the 18th instant to discuss financial reorganization and the separation of the collection of duties and like.

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to commence the sale of THE STOCK IN TRADE AND FIXTURES OF MESSRS. JAY'S LIMITED, which had previously been postponed owing to the nearness of Chinese New Year. The 1st sale will take place on MONDAY and TUESDAY, the 8th and 9th February, 1909, commencing each day at 10.30 A.M. Subsequent sales will be duly announced. TERMS—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

Hongkong, 4th February, 1909.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "BRITANNIA," Captain S. Barcham, will leave for SHANGHAI TO-MORROW, the 5th instant, at 10 A.M. For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 4th February, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BRITANNIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. *China*. From Calcutta, ex S.S. *Borneo*. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent.

Hongkong, 4th February, 1909.

THE OPIUM CONFERENCE.

INDIAN CRITICISM.

After all we are beginning to know what the International Opium Commission is going to bring about, remarks the *Indian Daily News*. These international affairs usually result in sight-seeing and champagne drinking—including, in this case we hope, a whiff or two at the opium pipe! What has induced Uncle Sam to take so leading a part in the new drama is more than we can understand. Is it to remove the Chinese boycott of American goods, which we thought had died a natural death long ago? San Francisco, we know, reeks with opium and is thick with opium dens. But the United States like San Francisco to remain a luridly wicked place so as to provide plenty of shocking reading for the daily newspapers. As regards the various sections of the Commission their agenda seems to be fairly long, and if that of the United States delegates be similar to the rest they will deal with the following matters: "1. To devise means to limit the use of opium in the possession of this country. 2. To ascertain the best means of suppressing opium traffic, if such now exists among the nationals of this Government in the Far East. 3. To be in a position so that when the Commission meets at Shanghai our representatives may be prepared to co-operate with the representatives of participating Powers and with them to offer definite suggestions of measures which these Governments may adopt for the gradual suppression of opium cultivation, traffic, and use within their Eastern possessions, thus assisting China in her purpose of eradicating the evil from her empire. 4. To be able to inform the whole Commission when it assembles regarding regulations and restrictions in force at present in the delegates' own country, and to formulate and discuss proposals for amending such regulations in points in which they may be found in the course of the joint investigation, to affect the production, commerce, use and disadvantages of opium in the Far East." The British delegates are being furnished with instructions on similar lines, but it is not known how far this basis has been accepted by the other participating Governments for the guidance of their delegates. We had a Royal Commission on Opium under Lord Brassey years ago. We are now having an International Commission; but we greatly doubt the results of its deliberations. It may possibly be as useless as the findings of the Brassey Committee.

A WASHINGTON despatch of January 26 says:—Bishop Charles H. Brent of the Philippines Islands has forwarded to Congress a memorial on the subject of the suppression of the opium traffic. The Bishop urges upon Congress the necessity of the United States taking a more active part in the campaign against opium, particularly in the matter of suppressing the trade in China.

Public Companies.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 81, George's Building, No. 6, Canton Road, on SATURDAY, 6th February, 1909, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, declaring a Dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 1st February, until SATURDAY, the 6th February, 1909, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th January, 1909. [129]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIFTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, Hotel Mansions, on TUESDAY, the 9th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th January to the 9th February, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 18th January, 1909. [129]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 9th February, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1908.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, the 3rd February, to TUESDAY, the 9th February (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Secretary to the Hongkong Land Investment and Agency Company, Ltd.

Agents for The Kowloon Land and Building Company, Ltd.

Hongkong, 27th January, 1909. [122]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Prince, on MONDAY, the 22nd February, 1909, at 12 o'clock noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors, THOS. J. ROSE, Secretary.

Hongkong, 27th January, 1909. [123]

NOTICES OF FIRMS.

NOTICE.

THE Undersigned have this day bought over the MADRID-MILAN, CASA DE HUSPEDES, 6 Queen's Road Central, First Floor, above French Store, to inform the public that he WILL NOT BE RESPONSIBLE FOR ANY DEBTS contracted by the former proprietors.

L. GAMEAU.

Hongkong, 1st February, 1909. [134]

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st Feb. 1909. [135]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Underwritten and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908. [134]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$2,005,774	Interim of £2 for first half year @ ex 1/5 = \$21.945	5 1/2	\$285 sellers London Feb
National Bank of China, Limited	99,925	£7	£6	\$1,000,000	\$10,223	\$2 (London 3/6) for 1903	...	351
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$14 for 1907	7 1/2	\$190 sellers
North China Insurance Company, Limited	10,000	£25	£5	\$1,500,000	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2	Tls. 100 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000	\$2,506,011	Final of \$25 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2	1830 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,500,000	\$592,763	\$12 and bonus \$3 for 1906	8 1/2	\$1871 buyers
FIRE INSURANCES.								
Obloo Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,500,000	\$372,432	\$6 and bonus \$2 for 1906	7 1/2	\$106
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000	\$428,037	\$27 for 1906	8 1/2	\$330
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,500,000	\$1,025	\$1 for 1906	...	\$15 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,500,000	Nil.	\$2 1/2 for year ending 30.6.1908	7 1/2	\$331 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,500,000	\$17,755	\$1 1/2 for first half-year ending 30.6.08	8 1/2	\$291 buyers
Judo-Obloo Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,500,000	£13,755	£1 for 1907 on Preference shares only @ ex 1/10 = \$5.154	5 1/2	\$37
Do. (Deferred)	60,000	£5	£5	\$1,500,000	£13,755	Interim of Tls. 1 1/2 for account 1908	7 1/2	Tls. 471 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 14,510	Second Interim of 1/- for a/c 1908	6 1/2	Tls. 52 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£5	£5	\$1,500,000	£63,817	\$1.00 for year ending 30.4.1908	4 1/2	\$231 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,500,000	\$47,221	\$0.50 for year ending 30.4.1908	4 1/2	\$15 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 6,866	Final of Tls. 2 1/2 making Tls. 5 for 1907	11 1/2	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,500,000	Dr. \$279,871	\$8 for year ending 31.12.06	...	\$1271 buyers
Luison Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,500,000	Dr. \$135,123	\$1 for 1897	...	18
Petak Sugar Cultivation Company, Limited	10,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 9,173	\$1 1/2 for year ending 31.8.07	...	Tls. 100 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,500,000	£11,556	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	7 1/2	Tls. 161 sales
Sub Australian Gold Mining Company, Limited	100,000	£1	£1	\$1,500,000	Dr. £4,191	No. 12 of 1/- = 48 cents	...	\$81 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	70,000	\$25	\$15	\$1,500,000	\$53,601	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	\$1,500,000	\$2,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 1/2	\$45 sellers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,500,000	\$384,847	Interim of \$4 for account 1908	8 1/2	\$92 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,500,000	Tls. 13,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 1/2	Tls. 76 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 22,625	Interim of Tls. 4 for account 1908	11 1/2	Tls. 155 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 6,531	Tls. 6 for 1907	6 1/2	Tls. 102 buyers
Astor House Company, Limited (Shanghai)	30,000	\$20	\$15	\$1,500,000	Dr. \$4,200	\$2 1/2 for year ending 30.6.07	...	\$161
Central Stores, Limited	30,123	\$15	\$15	\$1,500,000	\$9,178	\$1.80 for 1906	...	1141 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,500,000	\$64,975	Interim of \$3 for account 1908	7 1/2	190 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,500,000	\$26,475	Final of \$3 1/2 making \$7 for 1908	8 1/2	\$8 1/2 ex div.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$217,416	70 cents for 1907	7 1/2	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,500,000	none	\$1 1/2 for 1907	5 1/2	\$33 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 1,523,045	Interim of Tls. 3 for account 1908	7 1/2	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$1,500,000	Tls. 170,000	Final of \$2 making \$4 for 1908	9 1/2	\$4 ex d. sellers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 8,820	Tls. 5 for year ending 31.10.1908	5 1/2	Tls. 86
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,500,000	\$9,553	50 cents for year ending 31.7.08	5 1/2	\$9 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,500,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8 1/2)	...	Tls. 76
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 6,308	Tls. 8 for 1906	...	Tls. 80 sellers
Soy-Ober Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,500,000	Tls. 50,661	Tls. 50 for 1906	...	Tls. 280 sellers
MISCELLANEOUS.								
Hall's Asbestos Eastern Agency, Limited	8,604	\$12 1/2	\$12 1/2	\$1,500,000	£648	1/10 p/c share for 1907 = \$1.037	11 1/2	\$9 buyers
China-Borneo Company, Limited	10,000	\$12 1/2	\$12 1/2	\$1,500,000	Nil.	\$1.20 or 1907	10 1/2	\$114 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	\$1,500,000	61,138	60 cents for year ended 28.2.06	...	\$5
Do. Do. special shares	10,000	\$10	\$10	\$1,500,000	61,138	80 cents for 1907	8 1/2	\$10 ex. and s.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,500,000	\$3,591	\$1.30 for year ending 31.7.08	5 1/2	\$14 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,500,000	\$48	Interim of 40 cents for account 1908	10 1/2	\$301 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,500,000	\$5,078	75 cents for 9 months ending 31.12.07	8 1/2	\$12 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500,000	\$251	\$2 for year ending 28.2.08	10 1/2	\$221 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$1,500,000	\$8,957	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2	\$19
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,500,000	\$9,321	Interim of \$4 for account 1907	8 1/2	\$220 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500,000	\$4,578	Interim of \$1 for account 1908	7 1/2	\$251 ex. and b.
Maaschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	\$1,500,000	Tls. 17,127	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making \$50 to date	5 1/2	\$14
Peak Tramways Company, Limited	35,000	\$10	\$10	\$1,500,000	\$7,471	60 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2	\$12
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,500,000	Nil.	None	4 1/2	\$8
Philippine Company, Limited	75,000	\$10	\$10	\$1,500,000	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2	Tls. 121 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	11 1/2	Tls. 1221 buyers
Shanghai-Somatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,500,000	Tls. 8,493	Final of \$7/6 making 15/6 for 1907	...	Tls. 4371 sales
Shanghai Waterworks Company, Limited	16,150	£20	£20	\$1,500,000	Tls. 190,000	None	...	\$22
South China Morning Post, Limited	6,000	\$25	\$25	\$1,500,000	Dr. \$36,672	40 cents for year ending 31.5.08	7 1/2	\$58 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,500,000	\$36	Tls. 6 1/2 for year ending 30.4.07	5 1/2	Tls. 94 buyers
Tientsin Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	\$1,500,000	Tls. 15,295	50 cents for 1907	5 1/2	\$10
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,500,000	Tls. 301	80 cents on 9,000 ord. shares and \$19.50 on 100 Founders shares for yr. and 31.5.07	6 1/2	\$13 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,500,000	\$1,160	Interim of 30 cents a/c 1908	6 1/2	\$91 ex. and s.
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,500,000	\$6,418	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4
William Powell, Limited	15,000	\$7	\$7	\$1,500,000	\$395	...	...	...

* These shares are entitled to half of the profits

DIVIDENDS PAYABLE:—

Hongkong & Shanghai Banking Corporation
Shanghai Land Investment Co., Ltd.
Hongkong and Whampoa Dock Company
Hongkong, Canton & Macao Steamboat Co.
Humphreys Estate & F. Co., Ltd.
Lau Kung Mow Cotton S. and W. Co.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th of February, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th of February, at 9.30 A.M.
All Claims must reach us before the 10th of February, 1909, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELOHERS & Co.,
General Agents.

Hongkong, 29th January, 1909.

S.S. "SALAZIE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Corduan* and *Charente*, from Havre ex s.s. *Corduan*, and from Bordeaux ex s.s. *Cambrai* and *Ville de Bordeaux*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 8th February, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 8th February, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 8th February, at 3 P.M.
No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 1st February, 1909.

FROM EUROPE.

THE H.A.L. Steamship

"SAXONIA,"

Captain Bahle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st February, 1909.

Intimations.

PHILATELIC NOVELTY

suitable for

PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.

4,000 for \$3.00.

3,000 " 7.00.

2,000 " 5.00.

700 " 2.00.

300 " 1.00.

All Chinese Stamps.

4,000 for \$4.50.

3,000 " 3.50.

2,000 " 2.50.

1,000 " 1.50.

500 " 1.00.

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POST CARDS, ALBUMS, HINGES.

RAPHAEL TUCK'S TOY BOOKS AND

RELIEF SCRAPES.

MANILA CIGARS AND CIGARETTES,

&c., &c., &c.

Inspection invited.

GRACA & Co.,

No. 27, Des Vieux Road.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, GARDEN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Quilted Collars renewed on old gowns.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

February 22nd,

" 6th

" 12th

Hongkong, 22nd April 1909

To Let.

TO LET.

THE FURNISHED FLAT on Top Floor of Messrs. Douglas Lapraik & Co.'s Office, Four Rooms with Kitchen and Bath Room.

Terms on application to—

DOUGLAS, LAPRAIK & CO.,

No. 1, Douglas Street.

Hongkong, 3rd February, 1909.

TO LET.

GOOD OFFICES at 2, PEDDER STREET.

Apply to—

JARDINE, MATHESON & Co., LTD

Hongkong, 14th January, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong,